

MINUTES OF THE  
MARICOPA ASSOCIATION OF GOVERNMENTS  
STREET COMMITTEE

Tuesday, April 13, 2004  
MAG Offices, Saguaro Conference Room  
302 North First Avenue, Suite 200  
Phoenix, Arizona 85003

MEMBERS ATTENDING

Don Herp, Phoenix, Chairman	*Horatio Skeet, Litchfield Park
Andrew Smith, ADOT	Chris Plumb, Maricopa County
David Cano for Camell Thurman, Avondale	Mitch Foy for Kevin Wallace, Mesa
Carroll Reynolds, Buckeye	Andrew Cooper, Paradise Valley
Dan Cook, Chandler	Burton Charron, Peoria
*Richard Stuart, Gila Bend	Elaine Cabrera for Bob Ronzo, Salt River Pima-
Michael Vinson, Gila River Indian Community	Maricopa Indian Community
Bruce Ward, Gilbert	Robert Brown, Scottsdale
Dan Sherwood, Glendale	Brian Pirooz, Surprise
*Charles Hydeman, Goodyear	*Larry Shobe, Tempe
Jim Ricker, Guadalupe	*Ralph Velez, Tolleson
	*Jesse Mendez, Youngtown

\*Members neither present nor represented by Proxy

OTHERS PRESENT

Randy Allenstein, ADOT	Christina Herrera, Maricopa County
Adel Edward, ADOT	Paul Driver, Phoenix
Jami Garrison, ADOT	Aaron Jensen, Phoenix
Ed Stillings, FHWA	Stephen Tate, MAG
	Paul Ward, MAG

1. Call to Order

The meeting was called to order by Chairman Don Herp at 1:30 p.m.

2. Approval of the March 9, 2004, Meeting Minutes

The minutes were unanimously approved.

3. Call to the Audience and Stakeholders

There were no requests to speak to the Committee during this part of the agenda.

4. Transportation Programming Manager's Report

Paul Ward briefed the Committee on the status of three TIP amendments. He noted that the Regional Council had approved a TIP amendment to allow the reprogramming of the Gilbert Heritage Trail project, the change of locations of a Scottsdale intersection improvement project and a change in the Phoenix bicycle project at 51st Avenue and the ACDC Canal. Mr. Ward noted that the Regional Council was expected to consider a second TIP amendment concerning quiet pavements on regional freeways in April. He concluded by noting that a third TIP amendment would be forthcoming and that it would probably include changes linked to the closeout process, final adjustments to transit projects due to new information from the Federal Transit Administration, State Route 85 acceleration and some changes to the programming of some western sections of Loop 101.

Mr. Ward concluded by discussing the reauthorization of the Federal surface transportation act. He noted that three bills were being considered, but that two of these bills substantially exceeded funding levels desired by the President. He suggested that approval of a final bill was extremely unlikely by the end of April.

5. MAG Federally Funded Locally Sponsored Projects Development Status

Stephen Tate began by distributing two reports: one on the status of FY 2004 and FY 2005 MAG Federally funded projects and a second report on projects for which a request for deferral had been received. He requested that members review the two reports and provide him with updates or corrections after the meeting.

He then briefly discussed the time line for obligating FY 2004 projects. He noted that requests to accelerate projects would be considered **starting in April 2004**; that the last opportunity to reprogram projects would be at the Regional Council meeting **on July 28, 2004**; and that 95 percent plans and all final documents necessary to obtain environmental, right-of-way and utilities clearances should be submitted to ADOT **by August 2, 2004**. He concluded by noting that the Federal Highway Administration normally would not consider applications to obligate projects after the second week in September as the agency needed time to close out the federal fiscal year.

Mr. Tate went on to note that the design process for all FY 2005 federally funded projects should be underway and that the entire design and environmental approval process was averaging twenty-one months statewide. He added that the environmental process for most projects would take eight to twelve months and that if an agency had not begun this process, they were likely to have difficulty in obligating their project in FY 2005.

6. Policy on Advanced Design for Potential Federally Funded Projects

Randy Allenstein began by briefing the Committee on the role of the ADOT Local Government Section in reviewing and clearing locally sponsored federally funded projects. He noted that the Section acted as the lead agency for coordinating the review of locally sponsored projects in ADOT and that the process was a complex one that included environmental, right-of-way and utility clearances, as well as detailed design reviews. He stressed that the process was both lengthy and required stringent, close and constant adherence to the details of the process.

Mr. Ward noted that to complete the process on schedule, that it is essential that project sponsors begin the development process early and that because of the length of time required to complete the process, construction projects cannot compete for closeout funding. However, should an agency have completed or be well along in the ADOT design and review process by the time of the closeout, the resulting construction phase of the project would be able to compete to use closeout funding. This would apply to both federally and locally funded programmed construction projects. He added that completion of the process would not guarantee that a project would receive closeout funding but without completing the process, a project would not receive the funding.

Mr. Tate noted that design and clearances could go out of date. Mr. Allenstein agreed and noted that some additional review and possible changes to design and clearances would be required if an approved project sat too long prior to going to construction.

Chris Plumb asked how ADOT would bill an agency for reviewing a locally funded project. Mr. Allenstein indicated that ADOT would use the same process as that used for a federally funded project. The sponsoring agency would provide a lump sum that would be used to cover ADOT costs with unused balances being returned to the sponsoring agency once the review process was completed. It was also noted that ADOT had already done some of these kind of projects.

Dan Cook verified that the review of locally funded projects would be the same as that done for federally funded projects and so would include design, right-of-way, utilities and environmental reviews. The Chairman noted that the priority of these kind of projects would need to be addressed if the policy were to be adopted.

Mr. Cook noted that the policy could be worthwhile for member agencies, but agency participation would probably be limited to large, high dollar projects. Mr. Ward noted that it would be appropriate to defer action on this item until after the development of programming policies for the Regional Transportation Plan.

#### 11. ADOT Local Governments Section Review Process

Mr. Ward introduced the item, noting that at the previous Committee meeting a briefing on the process had been requested and that it followed closely from the previous agenda item.

Mr. Allenstein briefly reviewed the ADOT process noting that it was intended as an eighteen month process, but often took much longer. He also noted that careful attention to process was critical to the timely completion of the process. He concluded by noting that, in recent months, the Local Governments Section had added two staff members to help expedite the process.

Mr. Cook complemented ADOT for its efforts to improve the process. He suggested that additional briefings on the process would be desirable and suggested that a briefing on the Certification Acceptance process and on criteria for determining categorical exclusions be provided.

#### 8. Public Street Mileage Estimates

Mr. Tate indicated that he had nothing to report at this time on the topic.

9. Presentation on the Phoenix Request to Add a Dirt Road Paving Project on 43rd Avenue from Lower Buckeye Road to the Salt River from FY 2004 Closeout Funding

As this particular item directly involved a request for Committee support for a project in his agency, the Chairman temporarily transferred the chairmanship to Burton Charron.

Mr. Herp presented the Phoenix proposal. He noted currently the stated project was listed in the Transportation Improvement Program as a locally funded project and that the project was located in an industrial area that served large numbers of heavy trucks. Heavy truck traffic in the area was adding to significant PM-10 issues in area as the trucks often used unpaved shoulders and tracked dirt onto the roadway. The average daily traffic on the roadway is 7,000 vehicles per day.

The programmed project would rehabilitate damaged pavements, provide a turnabout, install storm drains and a curb and gutter and add sidewalks . These improvements would reduced track out of dirt onto the roadway from trucks and facilitate street sweeping of the roadway, thereby addressing PM-10 problems in the area that had been identified by the Arizona Department of Environmental Quality and the Maricopa County Department of Environmental Services.

The design concept report for the project has ben completed and been approved by ADOT. Environmental reviews for the project are underway. Should the project be approved for federal funding, the anticipated bid date for the project is August 9, 2004. A general discussion concerning the project ensued. It was noted that some of the project features might not be eligible for CMAQ funding. It was also noted approval of the project might set a precedent concerning the paving of shoulders.

Mr. Cook moved that the Phoenix request be approved for 94.3 percent CMAQ funding for those sections of the project eligible to receive CMAQ funding. Michael Vinson seconded the motion which carried unanimously.

10. Federal Functional Classification Revisions

Ms. Jami Garrison briefed the Committee on recent efforts by ADOT to update the federal functional classification of roadways in Arizona. For the last two years, ADOT has been in the process of reviewing and updating this system. As of the date of the meeting, new urban boundaries had been developed and roadway classifications had been adjusted in accord with these new boundaries. The next step in the process is for local jurisdictions to review the federal functional classifications of roadways owned by them and to submit requests to change the classifications of roadways, as appropriate, to ADOT through MAG.

Mr. Tate noted that, since 1993, there had been a general failure to maintain the classification system, that large number of new roadways had been constructed, that many roadways had been upgraded and that very few requests to classify or reclassify facilities had been made by agencies statewide. He went on to suggest that member agencies focus first on classifying roadways up to a level that would make them eligible for federal Surface Transportation Program (STP) funds and then review the classification of higher level facilities. The lowest classifications that are eligible to receive federal funds are rural major collector and urban collector.

Ed Stillings suggested that member agencies might consider reclassifying some higher level street facilities to lower levels as the construction of new freeways may have resulted in the diversion of traffic away from some higher classified street facilities. It was noted by Mr. Plumb that the number of miles in each classification were limited by FHWA policy and that these limits reflected national averages. Moreover, he noted that the MAG street system probably included more mileage in higher level categories than allowed for by the FHWA limitations.

Dan Sherwood questioned the need for local agencies to classify roadways. He noted that STP funding was largely allocated to freeway projects. Mr. Ward agreed that this had been the situation in the past several years, which is why a more concerted effort to upgrade classifications in the region had not been needed. However, he noted that federal functional classification data was used to calculate federal transportation funding and that a larger proportion of federally functionally classified roadways in the region would probably translate into more STP funds. In addition, with the new RTP having been approved, it was guaranteed that STP funds would be committed to more than just freeways in the future. Mr. Ward suggested that a workshop on functional classification might be useful and members concurred.

11. Adjournment

The meeting was adjourned at 3:15 p.m.